

15,000 SOLDIERS NOW IN TRAINING

JEFFERSON BARRACKS HAS AS
MANY NEW MEN AS ANY
CAMP.

CLERICAL FORCE CATCHES UP

Estimate of Three Months to Make a
Soldier of Raw Recruit—Men
Appear to Be Happy and
Contented.

Jefferson City, Mo.
Word comes from the capital that 15,000 soldiers at Jefferson Barracks have commenced the course of training designed to fit them to take their places in the fight to free the world of Prussianism.
The clerical forces have about caught up with the work incident to the recruiting of thousands of men and virtually all of the new men are free to take up their drilling and setting up exercises.
Barracks officials estimate that it takes three months to convert a raw recruit into a real soldier and six months to make him a first-class fighting man.
Most of the soldiers at the Barracks will be moved shortly, but while there they will be given a thorough course of training. Christmas Day 7,500 men were on the parade ground at one time. They ranged from novices who arrived the day before to men who had been there for months.

To Close the Breweries.

State Fuel Administrator Crossley today received the following telegram from W. H. Stubbins, banker at Cape Girardeau and member of the Missouri Council of Defense:
"Four hundred and thirty-four thousand tons of coal are consumed every year in Missouri by the breweries. Federal Fuel Administrator Garfield is advocating a plan to curtail all non-essential industrial plants. We ought to close every brewery and saloon in the whole nation, but more especially Missouri. The coal consumed by the breweries and saloons of Missouri is worth \$2,710,000 in real money, and in addition untold man power will be stored up. What do you say? Let's get Missouri up in the front rank of all the states in the conservation of fuel."

Vocational Training Fund.

Missouri got \$20,000 from the federal government January 1 for the purpose of promoting vocational training in the state. This announcement was made by Uel W. Lamkin, state superintendent of schools.
Lamkin made the announcement after he had received a telegram from the Federal Board of Vocational Education advising that the plans of the Missouri vocational board had been approved. The Missouri board is composed of Lamkin, Gov. Gardner, Attorney General McAllister and Secretary of State Sullivan.
Every school district in the state is eligible to share in the federal funds if they fulfill the requirements of the federal and state boards.

Is a Poultry Raiser.

Gov. Gardner is a strong advocate of the poultry industry of Missouri, believing that this state is peculiarly adapted to its development. Shortly after moving into the mansion he had a poultry yard built on the grounds and is now raising four breeds of birds—Indian Game, Rhode Island Reds, White Rock and White Leghorn. The governor made an exhibit of his birds at the poultry show in St. Louis on Dec. 30.

Women Licensed as Lawyers.

The State board of Bar Examiners announced the names of the successful applicants:
Three St. Louis women were successful, these being Nellie A. Allen, 4271A Holly avenue; Winifred McHale, 4318 Maryland avenue; and Fanny B. Price, 3705 Washington avenue. Margaret Zoff of Washington, Mo., also obtained a license.

The names of the successful St. Louis and suburban applicants follow:

William I. Levi, Maurice L. Lichenstadt, Irving Goff McCann, Webster Groves; Simon Ostfeldt, Fanny B. Price, H. A. Ostfeldt, James J. O'Hear, Stephen F. Piner, Richard V. Rumer, R. Schilder, John R. Verdier, Frank E. Williams, Samuel White, A. J. Appelbaum, Nellie E. Allen, E. R. Albin, Jr., Charles C. English, Edward G. Grubb, Oscar G. Haunzner, Clarence E. Conway of Maplewood and Winifred McHale.

Santa Claus Sees Convicts.
The state prison board, representing the people of Missouri, was Santa Claus to the 2,630 inmates of the Missouri penitentiary.

Just before the signal for going to bed was sounded the numerous cells in the penitentiary were visited by the prison officials, and to each man and woman 50 cents in cash was given as a Christmas remembrance. Inclosed in the envelope with the money was a card carrying expressions of best wishes for the future welfare of the prisoners.

Urges Coal Economy.

Jefferson City, Mo.—A resume of the coal situation as it applies to householders, Missourians in general, and to the nation, has been issued by Missouri Fuel Administrator Wallace Crossley, and set out to every fuel committee of the state for general information.

In this statement Crossley says the world war is a coal war and that coal energy is behind the munitions industry, behind transportation by land and sea, behind the gun, and behind the man behind the gun. This, by way of emphasizing the importance of coal conservation.

"Back of the transportation shortage," Crossley's statement says, "lies the labor shortage."

"Reduced to the last analysis the coal shortage is caused by:

"1. The increased demand for coal for war activities.

"2. The congested condition of the railroads and the shortage of coal cars.

"3. A shortage of labor in the mines.

"Missourians along with all other Americans are asked to conserve coal—

"1. By frugality in the use of electricity, gas and coal.

"2. By keeping homes and offices at the healthful temperature of 63 degrees.

"3. By careful and intelligent firing of furnaces and stoves.

"The householder is asked:

"To use wood or oil instead of coal where possible.

"If the wasteful open fireplace must be used, burn wood in it.

"Use fireless cookers, compressed steam cookers, etc.

"Save electric and gas light.

"Heat as few rooms as possible.

"Learn how to run stoves and furnaces economically.

"Keep the thermometer at 63 degrees, no higher, for health.

"Save a shovelful of coal a day."

National Speakers for Farmers' Week.

Missouri Farmers' Week and State War Conference convenes at the university at Columbia on Monday, January 14, and will wind up with a farmers' banquet Friday night, January 18.

Noted speakers upon war, good roads and agriculture will address the convention. Monday night the speakers will be Mrs. Nellie Kedzie of Wisconsin and Carl Vrooman of the United States Department of Agriculture.

Tuesday night Dean C. F. Curtiss of the Iowa State College, Dean John Lee Coulter of West Virginia and Herbert Hoover, National Food Administrator, are billed for speeches. Hoover has indicated he can attend if the Senate Committee does not want him.

Lieut. Perigord of France and James K. Lane, Secretary of the Interior, will be the principal speakers at a state war conference. Wednesday night.

Gov. Gardner, Dr. G. C. Creelman, president of the Ontario Agricultural College of Canada, and Ernest Harold Bayne, naturalist, will be speakers Thursday night. Friday night the farmers will be banqueted. A prize-winning steer will be barbecued for the occasion.

Great Canadian Coming.

Dr. G. C. Creelman, president of Ontario Agricultural college, Guelph, Ontario, Canada, has telegraphed the state board of agriculture that he will bring the message of "Canada's Part in the War" to the Farmers' Week in Columbia on "Governor's Night," Jan. 17.

Creelman is one of the most distinguished of Canadians. His address on this subject at Washington, D. C., last month was considered one of the strongest messages on war-time agriculture ever heard in the capital.

Adopts Missourian's Plan.

The suggestion of Jesse N. Owens, a clerk in the office of the adjutant general, for checking vouchers in connection with the draft law will be adopted for the entire country by the war department. This information was received by Col. J. H. McCord from Provost Marshal-General Crowder.

Owens, in tabulating vouchers in the office of the adjutant general during the operation of the first draft, devised a new system for placing items on the cover of the voucher.

Feed Dealers Warned.

In the interest of honest commercial mixed feeds, Jewell Mayes, the executive officer of the new live stock feed inspection law, has issued a warning to every feed dealer of Missouri against selling or offering for sale any stock or poultry feed that has not been registered as commercial mixed feed. "Watch the Feed Tag" is as important to the dealer as to the consumer, and, in fact, more so, because the dealer is subject to prosecution. Retailers and wholesalers should demand proof of registration from tailors and mixers.

Dunlap Factory Inspector.

A. Sidney Johnston, State Factory Inspector, will retire on Jan. 1, and will be succeeded by Lee Dunlap of Kansas City, who received his appointment from Gov. Gardner. Johnston, who lives in St. Louis, was not a candidate for reappointment. Johnston has been holding over. Dunlap will serve four years from May 15, 1917, the date of the expiration of Johnston's term. The office of the inspector will be moved from St. Louis to Jefferson City. The salary is \$2,000 a year.

MAKING A MAP OF THE CITY

Drawing of the Heavens Will Contain
Every Star That the Telescope
or Camera Can Find.

Every star that can be found by the most powerful telescope or camera lens will be engraved on a colossal map of the universe about to be completed, after many years' work by the combined astronomical talent of the world, says the St. Louis Globe-Democrat. Some of the stars represented have never been seen by the eye of man and probably never will be. They were caught by the photographic plate.

Many other millions of specks, dimly traced out on camera films, will not be traced on the map because they are too nebulous to be authentically recorded. About 100,000,000 stars will be shown on the map being painstakingly forged by the astronomers of the world. The completion of the map was delayed by the world war, the Germans and Austrian scientists having previously taken a large part in the formation of the huge tracing. Naturally their services and their data have not been available since hostilities boomed.

Astronomers for ages have toiled over maps of the heavens, from the days of Ptolemy and the Grecian sages to those of Copernicus, but with unsatisfactory results, for the human eye, even aided by the primitive telescopes of a century ago, could not catch near all the myriads of stars.

But with the introduction and perfection of the long-distance camera, the hopes of the astronomers were realized, for the photographic plate, far more sensitive to light than the retina of the human eye, engraves on lasting documents thousands and millions of stars hitherto unknown to science.

The Magic of Marriage.

Appreciation is the white magic of marriage.

Love thrives in appreciation, courtship, little attention. These are the food that makes love grow! Don't let anything crowd them out, writes Elizabeth Towne in Nautilus.

Above all things, look after the business side of your marriage. See that you do the fair thing by your wife in the way of an allowance for her own needs, and that you leave her free to spend that allowance as she pleases, without accounting to you. More marriages meet shipwreck on this particular sandbar, than on any other one thing. Remove the sandbar by giving her an allowance. Then never think what she does with it!

Love has to have freedom to breathe in.

And nobody can realize freedom in this age without some money of her own.

Nearly a Regiment Anyhow.

Samuel Levegood, who is a motor-man on a street car in Jeffersonville, says the Indianapolis News, has four fine boys—all patriotic. One enlisted in the navy a year or two ago; another enlisted last June, soon after America decided to take a hand in the European unpleasantness, and young Levegood thought he would see active service; a third went to Ft. Benjamin Harrison and brought back a commission as second lieutenant in the officers' reserve corps of the United States army. Then No. 4 was taken by the selective draft. "Looks like Uncle Sam wanted a regiment of Levegoods," said the father. However, the local exemption board held that the remaining son should be exempt from service.

Murdering Kin's English.

There seems no limit to the outrages on the King's English wrought by cinema theater proprietors, comments the London Chronicle. "Featuring" was an abbreviation which moved to revolt all lovers of our language; "picturization" was worse, but there, it was thought, atrocities would stop. But no. From the top of a picture palace in South London flouts in big letters the announcement that here is presented "the picturization of Sullivan's celebrated son, 'The Lost Chord.'"—London Chronicle.

Among the undesirable substitutes for meat may be listed fried beefsteak.

THE MARKETS

LIVE STOCK.

National Stock Yards—Cattle—Native beef steers, \$8@16.75; yearling beef steers, \$7@15.50; cows, \$5@11; stockers and feeders, \$6.50@11; calves, \$5.75@13.25; Texas steers, \$6.75@10.50; fair to prime southern beef steers, \$9@12.75; beef cows, \$6@10; southern prime yearling steers, \$7.50@10.

Hogs—Mixed, \$17.35@17.65; good, \$17.55@17.70; rough, \$16.75@17; light, \$17.25@17.50; pigs, \$16@16.75; bulk, \$17.25@17.65.

Sheep—Ewes, \$10@11; wethers, \$11@12.25; canners' choppers, \$5@8.50; lambs, \$13@17.50.

Chicago—Hogs—Mixed and butchers, \$17.20@17.90; good heavy, \$17.25@17.90; rough heavy, \$17.25@17.45; light, \$16.70@17.30; pigs, \$13@16; bulk, \$17.40@17.85.

Cattle—Beefers, \$7.30@14.75; cows and heifers, \$6@11.65; stockers and feeders, \$6@11.10; Texans, \$6.15@13.60; calves, \$7@13.

Sheep—Native and western, \$8.75@13.90; lambs, \$12.50@17.

Cash Grain.

Since control has been established little change is shown in the price of grains.

U. S. TAKES OVER ALL RAILROADS

President Wilson Assumes Control and Names McAdoo as
Director General.

ACTION TO SPEED WAR WORK

Roads Will Be Operated by Present
Officials but as One System—Congress to Be Asked to Guarantee Earnings.

Washington.—President Wilson has assumed control of the entire railway system of the country as a war measure. The railroads will be controlled and operated by the government under direction of William G. McAdoo, secretary of the treasury.

Mr. McAdoo's official title will be director general of railroads.

In taking over the railways President Wilson has followed largely the plan adopted in England. The government will guarantee each road shall receive a net operating income equal to the average net income of the three years preceding June 30, 1917. The president in his proclamation further assures stockholders and bondholders in the railroads that their interest will be scrupulously protected.

All regular dividends hitherto declared will be paid and the maturing interest upon bonds and debentures will be guaranteed by the government.

Immediately upon reassembling of congress the president will ask for legislation providing definite guarantees upon these points and also providing that the railways shall be maintained "in as good repair and as complete equipment as when taken over by the government."

Facilities Taken Over by U. S.

Under the president's proclamation the following are taken under United States control:

All railroads, comprising 200,000 miles of lines, valued at \$17,000,000,000.

All coastwise, lake and river steamship lines.

All terminals, terminal companies and terminal associations.

The Pullman company's sleeping cars and parlor cars.

The packers' and other concerns' private car lines.

All railroad elevators and warehouses.

All railroads telegraph and telephone lines.

The president also will ask legislation enabling him to solve the labor problem of the roads.

The application for a wage increase averaging 40 per cent is now pending. The men have refused to accept compulsory arbitration while the roads were under private control.

This wage question, one of the most serious problems that confronts the government in operation of the roads, must be settled by Mr. McAdoo.

The president's proclamation states he will take possession of the railroads through Newton D. Baker, secretary of war. This emphasizes his determination to run the roads strictly as a part of the military system.

War Department Can Handle Draft.

The fact that the railways are under the war department will simplify the matter of drafting men for work, in case an extreme step should become necessary.

The president's advisers do not believe such measures will be needed. The brotherhoods have demonstrated their loyalty and are depended upon to adopt action now that will guarantee enthusiastic continued operation of the roads.

In selecting Mr. McAdoo for the most powerful place in the administration, the president is known to have been influenced by the fact that Mr. McAdoo has a thorough grasp not only of railway and government finance, but also of the world's financial situation. Furthermore, one of the president's advisers stated, he is a man who does things. He can cut through red tape. These two considerations pointed to the secretary of the treasury as the one to untie the transportation knot.

Power is Great.

The power placed in his hands is greater than any ever before given a single American other than a president.

He will take possession of every railroad and every system of transportation located wholly or in part within United States boundaries. Street railways alone are excepted. All steamship companies owned or controlled by railroads, will come under his control and operation.

The present officers of the roads will remain in their places, but can be removed, or changed, at any time, by order of the director general of railroads. His authority is paramount even to that of the interstate commerce commission, which hitherto has fixed

VALUE OF SENSE OF SMELL

Nose Is Quick to Detect the Minute
Odorous Particles—Four Tastes
of Importance.

Since it is more important to be warned of danger than guided to delights our senses are made more sensitive to pain than pleasure. We can detect by the smell one two-millionth of a milligram of oil of roses or musk, but we can detect one two-billionth of a milligram of mecapran,

President Tells Why He Was Forced to Take Over the Railroads.

By WOODROW WILSON.

I have exercised the powers over the transportation systems of the country which were granted me by the act of congress of August, 1916, because it has become imperatively necessary for me to do so. This is a war of resources no less than of men, perhaps even more than of men, and it is necessary for the complete mobilization of our resources that the transportation system of the country should be organized and employed under a single authority and a simplified method of co-ordination which have not proved possible under private management and control.

The committee of railway executives who have been co-operating with the government in this all important matter have done the utmost that it was possible for them to do; have done it with patriotic zeal and with great ability; but there were difficulties that they could neither escape nor neutralize. Complete unity of administration in the present circumstances involves upon occasion and at many points a serious dislocation of earnings, and the committee was, of course, without power or authority to rearrange charges or effect proper compensations and adjustments of earnings.

Several roads which were willingly and with admirable public spirit accepting the orders of the committee have already suffered from these circumstances and should not be required to suffer further. In mere fairness to them the full authority of the government must be substituted. The government itself will thereby gain an immense increase of efficiency in the conduct of the war and of the innumerable activities upon which its successful conduct depends.

The public interest must be first served, and in addition the financial interests of the government and the financial interests of the railroads must be brought under a common direction. The financial operations of the railroads need not, then, interfere with the borrowings of the government, and they themselves can be conducted at a greater advantage.

Investors in railway securities may rest assured that their rights and interests will be as scrupulously looked after by the government as they could be by the directors of the several railway systems. Immediately upon the reassembling of congress I shall recommend that these definite guarantees be given: First, of course, that the railway properties will be maintained during the period of federal control in as good repair and as complete equipment as when taken over by the government; and, second, that the roads shall receive a net operating income equal in each case to the average net income of the three years preceding June 30, 1917; and I am entirely confident that the congress will be disposed in this case, as in others, to see that justice is done and full security assured to the owners and creditors of the great systems which the government must now use under its own direction or else suffer serious embarrassment.

The secretary of war and I are agreed that, all the circumstances being taken into consideration, the best results can be obtained under the immediate executive direction of William G. McAdoo, whose practical experience peculiarly fits him for the service and whose authority as secretary of the treasury will enable him to co-ordinate as no other man could the many financial interests which will be involved and which might, unless systematically directed, suffer very embarrassing entanglements.

The government of the United States is the only great government now engaged in the war which has not already assumed control of this sort. It was thought to be in the spirit of American institutions to attempt to do anything that was necessary through private management, and if zeal and ability and patriotic motive could have accomplished the necessary unification of administration it would certainly have been accomplished; but no zeal or ability could overcome insuperable obstacles, and I have deemed it my duty to recognize that fact in all candor, now that it is demonstrated, and to use without reserve the great authority reposed in me. A great national necessity dictated the action and I was therefore not at liberty to abstain from it.

Working Out Plans for Months.

The plan now put into effect has been worked out by the president through a period of several months. Almost immediately after the United States entered the war it became evident the railroads, under private control, would not be able to stand the strain.

The railway heads were willing to do everything the government demanded, but had not the power to force one road to sacrifice its financial interests in behalf of the general good.

In formulating the plan he will present to congress the president studied the system adopted in England and consulted men experienced in the results of the system.

If the English plan is adopted in its entirety the government will order that government freight and officials engaged on government business be carried free. It then will pay out of public funds to each road a sufficient sum to bring that road's operating income up to the average of the three years preceding June 30, 1917.

McAdoo, while director general of railroads, will retain the office of secretary of the treasury, as the president has pointed out, McAdoo's authority as secretary of the treasury "will enable him to co-ordinate the many financial interests involved and which might, unless systematically directed, suffer very embarrassing entanglements."

The attempt of the railroads themselves to provide this single authority and simplified organization in the existing railroads war board and its special operating committee has proved a failure because of physical limitations, although the president pays high tribute to the ability and zeal of the five rail executives whose efforts have been devoted to the task.

Will Use War Board.

The organization effected by the railroads' war board will be the foundation upon which Director General McAdoo will build the structure of government control. It is not unlikely that some, if not all of the members of the war board, will be associated with Mr. McAdoo in administering the management of the unified lines.

In his statement the president refers to the defects of the system of unification attempted under private control. Several railroads have suffered financially and physically from carrying out the orders of the war board, which require them to be utilized in extremely unprofitable transportation in order that the transportation of war materials might be facilitated.

Need Fear No Losses.

Under government control no railroad will incur such losses. The railroads will not be interested in what class of traffic they handle, will not care whether it is profitable or unprofitable. If it is unprofitable the loss will be made good by the government, for the government assures the stockholders the return on their investment they enjoyed (on the annual average) for the three years ended June 30, 1917.

Under government control the railroads are to be assisted in obtaining the capital necessary to finance the vast extensions of trackage and terminals and the building of additional locomotives and cars made imperative by the demands of war.

May Get Loan Later.

The president says that under government control "the financial earnings of the railroads need not then interfere with the borrowings of the government." Railroad investments are to be made attractive to investors by the government guarantee. Eventually a loan may be made by the government to the railroads.

It is said, however, in the selection of Mr. McAdoo for director general of railroads that there lies the greatest promise of government assistance to the railroads in financing their operations and extensions.

The president says that he will ask congress, immediately after the holidays, to enact legislation providing that the rail properties under government control shall be maintained in "as good repair and as complete equipment as when taken over" and that the roads shall receive a "net operating income equal in each case to the average net income of the three years preceding June 30, 1917."

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Crosses Potato With Dahlia.

A Hickman, an aged gardener of Eureka, Cal., has succeeded in crossing the Irish potato with the dahlia, the combination producing a species of potato which is believed to be far superior to that found ordinarily on the market. With the new potato one may have flowers for the decoration of his home and, when the plants have reached maturity, potatoes for his dinner.

Co-Operative Farming Profitable.

The citizens of Avon, Monmouth county, N. J., bought up at less than market prices a fine lot of potatoes, lima beans, hay and other products, grown on a 95-acre farm leased and cultivated by the borough to lower the cost of living. The borough treasury has netted a profit of about \$1,000 on the transaction.

Worth-While Quotations.

"I call it strange that a narrow mind is never deep."—Exchange.